

RIVAL ENGINES FOR THE "L."

Petroleum Motor on Compressed Air for
Third Avenue Sixth Avenue
Line. Cars.

Oil Sprayed Over a Queer Object with Six
Fire-Box, Causing Wheels, and No
Great Heat. Smokestack

Compressed Air Combines Neither Steam Nor Dust,
at a High Temperature and Noise is Less-
peratures. send.

BOTH WILL BE TRIED SOON.

Tank Filled for Sixty Takes a Minute and a
Mile Run—No Power Has to Load Each
Station. Cylinder.

There will be placed in experimental operation on the Third Avenue line of the elevated system some time during the present month a new motor, which is pro-

Sixth Avenue line. It will be of exactly the same length as the present locomotive, on account of the requirements of the existing stopping places at the numerous track signals. It will also be of the same weight. But there will be no steam and no dust and no smoke, for the motive power will be compressed air alone. The builders claim that it will also be economical and entirely noiseless.

The locomotive has three low wheels on each side, and over the front wheels the boiler oddly projects. On the front of the boiler is a large dome, which is a little dome. The cab is higher than the boiler at present used, as the cylinders are under them. Instead of being as they usually are, at the front of the locomotive, compressed air is applied to the cylinders in the same manner as steam, and the entire working is not unlike the working of a steam locomotive.

The American Air Power Company are building the locomotive, and they are so confident of its success and of the adoption of the system by the elevated officials that they are constructing a power house at No. 100 Greenwich street, for the running of this one locomotive alone. The compressed air will be taken, by a three-inch pipe, to the Hector street station, and there the locomotive's cylinders will be filled. If the compressed air is adopted for the entire system there will either be a number of power houses, or one central power house, with pipe line connections to various points. The experimental motor is now under construction at Rome, N. Y., and will shortly be shipped to this city. The same company is operating motor cars in various places by this system, the most noticeable experiment being on One Hundred and Twenty-fifth street, but they have not as yet tried a locomotive for the drawing of several cars.

After the locomotive has been connected by a single flexible pipe connection, it is charged from the storage house till the pressure reaches the desired limit. It is estimated that it will require a minute and a half for each loading of the locomotive's cylinders. The cylinders have a capacity of 200 cubic feet, which is sufficient to run the car fifteen miles.

At the power house the air is furnished at



THE BURNER

THE COMPRESSED AIR LOCOMOTIVE

motors hope will prove so successful as to induce the managers of the road to adopt it for the entire system.

The power will be derived from the combustion of sprayed petroleum mixed with compressed air. The experimental locomotive is now receiving its final touches at the East Eighty-ninth street shops of the "L." One of the regular locomotives is being remodelled for the service, and, viewed from the outside, there is scarcely any change in its appearance perceptible. But when inside of the cab it is seen that a large tank has taken the place of the coal box that stood in front of the water tank.

This new tank holds five barrels of petroleum, and is five feet long by three and a half feet in width and depth. On top of this tank stands at one side an air compressor, and at the other a small pump. At either of the front corners of the tank is a small upright cylinder, one being for oil and the other for the compressed air. Connecting these cylinders with the door of the fire box of the locomotive are two pipes, which stretch across the floor of the cab and enter through holes made in the door.

Spray of Petroleum.
One of these pipes sends the compressed air under a layer of firebrick built across the fire box. At the end of the other pipe is a burner, or atomizer, which is five inches by three, and of fan shape, and through this the petroleum is constantly sprayed over the entire surface of the fire box.

The sprayed oil is ignited by a torch, and the compressed air, feeding up through the brick, forms, with the oil, a carbonic oxide, and the burning of this gas makes a heat of fully 2,500 degrees. The fire box is in no danger of burning out, because it is surrounded by jackets of water.

The bricks are a single layer only, and are placed on square iron bars a short distance below the boiler tubes. Each brick has four grooved channels cut on its face. The bricks are nested together at an angle of forty-five degrees, and these channels form ducts for the transmission of the compressed air.

The operation of the burner or atomizer is peculiar, in that it sprays the entire surface of brick with a thin sheet of oil, although it is fed by the equivalent of but a stream of oil an eighth of an inch in diameter.

The great points claimed for the petroleum motor are that it will be economical, that there will be neither smoke nor smell, that the oil tank or stack, and is expected to be less than at present. One loading of the tank gives fuel sufficient for a run of sixty miles, with locomotive and five cars.

Needs No Power Station
The locomotive, while performing within itself a variety of operations, is able to do them all without assistance from any machine or power station. When it is ready to start the fire, by working a hand lever beside the boiler, sets the pump and air compressor in operation. In ten minutes he can get a pressure of one hundred pounds. The pump then sends a stream of air and a stream of oil into the fire box. Then the light is applied and soon the locomotive is ready to start.

The fire brick soon becomes heated to incandescence, making it impossible for any cold air to pass between them and meet the oil or get into the boiler tubes. The oil is heavy and liable to become clogged in cold weather, but a steam or hot water jacket, under the oil tank, and is expected to keep the oil liquid at a temperature of 175 degrees. The odor from the oil in the tank itself is disposed of by keeping up a current of air through the top of the tank. This is done by feeding the compressor with the tank air, instead of with air from the outside.

The oil used will be refinery refuse, known as "sludge acid," and is of a dirty bluish color.

The operation of the locomotive will be by means of two vertical levers at the right of the cab. One man could easily run the locomotive in operation. In ten minutes he can have two men in each elevated cab.

The Consolidated Gas Fuel Company is pushing this new motor, and the chief engineer is the company, J. S. Zerbe, is its inventor.

COMPRESSED AIR MOTOR.

Locomotive Without a Smokestack to Be Run Experimentally on the Sixth Avenue "L" Line.

A locomotive without any smokestack will be experimentally working on the elevated railroad within a few weeks, and drawing a train of five cars between the Battery and Fifty-eighth street on the

MORGUE KEEPER WHITE ARRESTED.

Charged with Removing Rosa Klein's Body Without Authority.

Result of Investigations as to the Irregularities in His Department.

President Croft, of Board of Charities, Says Masses of Evidence Are Piling Up.

BODIES EVEN WENT TO VERMONT.

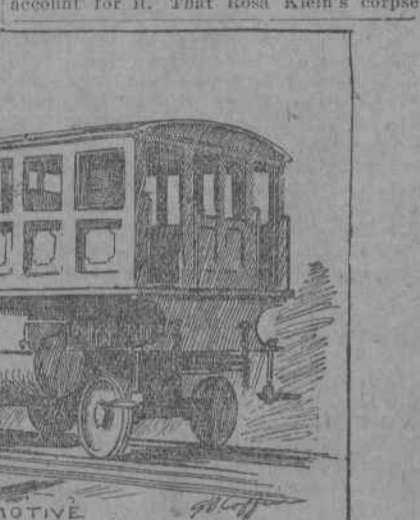
Checks from Medical Institutions, Bills of Lading and Other Documentary Evidence Found That Prove Charges to Be True.

Albert M. White, for twenty-seven years superintendent of the Bellevue Morgue, but recently suspended by the Board of Charities, was arrested yesterday on the specific charge of removing the body of Rosa Klein from the Morgue, without authority, on October 14.

The warrant was issued by Magistrate Flannery on information furnished to Assistant District Attorney Vernon M. Davis by Thomas F. Murphy, superintendent of Bellevue Hospital, and Terrence Farley. It charged Albert M. White with violation of section 311 of the Penal Code.

It shall be a felony to remove a body from a grave, vault, or from any place where it awaits burial, without authority of law, with intent to sell, or for purposes of dissection, or through malice or wantonness.

For some time it appeared to them that various irregularities were evident in the conduct of Morgue business. In view of the existence of such an impression, a certain case, that of Rosa Klein, was carefully watched. She died October 10, and on October 14 the body was taken to the New York Polytechnic, on Thirty-fourth street, without authority to move the same. That body has never been returned since that date, nor does any one seem to be able to account for it. That Rosa Klein's corpse



THE COMPRESSED AIR LOCOMOTIVE

New Locomotives to Be Tried on the "L" Road.

The oil burning engine will be experimented with on the Third Avenue line; the compressed air motor on the Sixth Avenue. In the first, petroleum is sprayed over a firebox and compressed air combined with it at high temperature. The second does away with steam altogether, using cylinders of compressed air, which require a minute and a half each to load.

a pressure of 2,500 pounds, but by an ingenious arrangement the pressure at which the power is used is kept at about 130 pounds. The pipes used in the locomotive are of a special quality of steel, of extra strength, and can stand a pressure of 7,000 pounds.

The accelerator is a point upon which great stress is laid. This is a rearing valve, by operation of which the car can be started very rapidly, and allow the engine to almost instantly get up a good rate of speed from a state of rest. At the same time maintains a uniform working pressure.

The air brake is also a feature. The piston and rod are cast in one, and the area of the rod is more than half that of the cylinder. By moving the brake handle quickly to position any degree of braking effect is almost instantly obtained.

The air is compressed at the power house in three stages, and cooled between each stage. It also passes through a final cooler and then a separator. The separator takes off the condensed moisture of the air.

A hot water cylinder is carried on each locomotive, and the air passes through this, thereby nearly doubling its volume by the addition of hot water vapor, which the dry air readily absorbs. During expansion the air cools, and the consequent cooling of the air condenses the vapor and causes it to deliver its latent heat, thus increasing the volume materially.

President William A. Croft, of the board of charities, says that the locomotive will draw a train of five cars, just like the present locomotive, and he says that, as there is practically no limit of speed with compressed air motors, the time of transit can be materially reduced on the line. If it is adopted, should the compressed system be adopted.

PENSION BILL FIRST IN ORDER.

A Probable Slight Decrease in the Appropriation for the Year.

Washington, Dec. 1. The Pension Appropriation Bill will probably be the first measure reported from the Appropriation Committee to the House. It embraces fewer details than the House. It embraces fewer details than the House. It embraces fewer details than the House.

The amount of the appropriation for the next fiscal year cannot be definitely stated at present time, but there will probably be a slight decrease in the appropriation for the current year.

The work on the pension appropriation bill will be pushed forward to a speedy completion, and it is expected that several of the number will pass the House before the holiday recess.

National Guardsman Convicted.

Private William O'Keefe, of Company K, Ninth Regiment, was convicted of assault in second degree yesterday, but the jury recommended clemency to Judge Fitzgerald. O'Keefe, when placed on the stand yesterday, admitted that he was intoxicated on the night of October 17, when he assaulted his commanding officer, Captain William Morris.

Fear the Turnpike Raiders.

Frankfort, Ky., Dec. 1.—Governor Bradley has declined to offer a reward for the arrest and conviction of turnpike raiders, who have wrought such havoc in half a dozen States, and he has said that he has no authority under the law to do so.

When he arrived at Police Headquarters William William Lane O'Neil was cloneted

with White for some time. Both men talked long and earnestly.

The penalty for removing bodies for dissecting purposes without a permit is five years in the penitentiary.

Albert N. White, aged fifty-five years, is a Master Mason of the Polar Star Lodge, and has reached the thirty-second degree. He is also a member of Rono Post, Grand Army of the Republic. For twenty-seven years he held the position of superintendent of the Bellevue Morgue, having succeeded the celebrated "Dead John." He stoutly protests his innocence and says it will be easy at the right time to prove it.

DUCHESS CHARMED ALL.

London Paper Describes the "Sweet Simplicity" of Marlborough American Bride.

London, Dec. 1.—The World, the best London weekly society paper, to-day says that no one could have wished for a more successful entertainment than was that at Blenheim. In speaking of the concert night, the paper says:

"The Duchess of Marlborough in a dress too heavy looking for her slight figure, her waist encircled by a magnificent diamond belt, and wearing her famous pearls and diamond crown, which seemed almost too heavy for her head, received her guests with a sweet simplicity of manner that charmed every one."

SATOLLI'S REPORT MADE.

In the Pope's Hands, Denials to the Contrary Notwithstanding, and It Scores Ireland and Keane.

Rome, Dec. 1.—Some American newspapers having published a denial by Cardinal Satolli that he had presented to the Pope a report little favorable to certain Bishops in the United States, I now absolutely confirm my statement that he had.

The report exists and it is couched in very strong terms, directed against Archbishop Ireland, Bishop Keane and other American prelates.

COST OF SPAIN'S BULLFIGHTS.

Half a Million Spent for the Animals Killed in the Ring.

Washington, Dec. 1.—Consul-General H. W. Bowen, in a report to the Department of State on Spanish bull fights, says that during the season—April 5 to October 20, 1896—there were 478 bull fights in Spain. During this period 1,218 bulls, valued at \$200,000, and 5,730 horses, valued at \$200,000, were killed. The number of matadors employed was twenty-five, and they received for their services \$221,500. The less renowned fighters received from \$300 to \$400 for each fight, while the best known received from \$500 to \$800. The famous "Garcia" appeared in sixty-eight fights, killing 174 bulls, and received \$21,000. "Bombita" fought forty-three times, killing 112 bulls, and was paid \$21,000. "Morziahini" entered the ring twenty-nine times, killing sixty-eight bulls, and made \$21,000.

Consul Bowen says that it cannot be truly said that the interest in bull fighting is diminishing; on the contrary, it seems even more intense than ever.

ITALY IS YET UNDECIDED.

Her Course Regarding Her African Possessions Not Yet Fixed Upon.

Rome, Dec. 1.—In the Chamber of Deputies to-day the Marquis di Rudini, Prime Minister, declared that the statement that Eritrea was to be transformed into a civil and commercial colony of Italy was premature, and that a final decision as to the Government's course in regard to its African possessions had not been reached.

Subsequently a vote of confidence in the Government was carried against the Radical Socialist proposal that Italy should entirely abandon her possessions in Africa.

PAYN MAY GET THE PLUM.

Impression That He Will Be Appointed Commissioner of Insurance.

Governor-elect Frank S. Black is expected in town Wednesday or Thursday of this week. While here he will confer with Thomas C. Platt and other party leaders regarding the appointments to be made after he assumes his office. Mr. Black will go to Washington to attend the opening of Congress, and will remain there until the last week of the month, when he will resign and go to Albany to prepare for his inauguration.

His friends in Albany say that he will announce his staff and military appointments while in Washington. The impression prevails that Louis F. Payn, promoter of life insurance, will be made Commissioner of Insurance. There is strong opposition to Payn's appointment on the part of the Republican newspapers of the State, and it is expected that the Governor will appoint him. Mr. Payn is a machine, and if the Governor insists on appointing him it will win the already green branch that now exists between the two factions in the Republican party.

AFTER MORE IRON TARIFF.

Men in the Trade Meet and Appoint a Committee to Look After Their Interests.

A meeting of men in the iron and metal trades was held yesterday at the office of H. A. Kent, of the Illinois Steel Company, at No. 84 Cliff street, to consider the coming change in the tariff laws and its bearing upon their interests.

It was decided to appoint a committee to represent the trade in any attempt to revise the tariff, and to bring about revision of their interest, if possible. The members of the committee are: Kent, G. H. Mayer, H. C. Clements, Mr. Dodge, and William A. Jackson, of Jackson Brothers & Co.

GREATER NEW YORK IN ALBANY

The Question Will Not Be Considered Till After January 6.

Albany, N. Y., Dec. 1.—The Special Greater New York Committee, appointed by the Senate last Winter, will not meet to take up the consideration of the Greater New York question before the Legislature convenes, on January 6 next. This was the statement made to-day by Senator Clarence Lexow, of Nyack, who is chairman of the special committee. It is no reason for our committee holding any special meetings.

It is understood that when the Greater New York charter is introduced in the Legislature it will be referred to the Greater New York Special Committee, instead of being sent to the Cities' Committee.

Senator Lexow spent some time with Governor Morton to-day, and left for New York this afternoon.

Iowa Has a Big Deficit.

Des Moines, Ia., Dec. 1.—The State of Iowa has a deficit of \$500,000 in sight. By the end of the present biennial period it is estimated that the deficit will be \$1,000,000, and it is probable that the State will have to issue bonds for the first time since the war.

TUNNEL PLANS NOW IN ORDER.

They Are Soon to Be Submitted to the Park Board for Action.

"Dead Man's Curve" to Receive Its Quietus, and a Park to Be Beautified.

Pastime of Dodging Swiftly Moving Cable Cars There Is Drawing to an End.

PRESIDENT VREELAND'S IDEAS.

Would Make the Arch at the Lower Entrance a Great Pedestal for the Lafayette Statue, Which Would Be Undetermined.

The project to give "Dead Man's Curve" its quietus by cutting out the stretch of track that is shaped like a letter S and tunnelling under Union square was widely discussed yesterday. Among those who are familiar with the many fatalities and endless number of minor accidents that have occurred there the consensus of opinion can only be that the tunnel is the true solution of a knotty problem. Hundreds and thousands of persons who daily take their lives in their hands in crossing Fourteenth street on Broadway at that point see at once that the remedy which is proposed would avoid the extra hazard of dodging a cable car that whizzes around on them almost before they are able to see it.

The Board of Park Commissioners has discussed the proposed tunnel at considerable length, although not officially. Some of the members are inclined to doubt whether it comes within their jurisdiction. Still, none of them is willing to grant that the tunnel may be constructed without their sanction.

Park Commissioner Stiles said yesterday that the plans for the tunnel had not yet been submitted to them and that, therefore, they had only a general idea how it was to be constructed. He said their only desire could be to prevent dangerous encroachments on the parks, and that he was not prepared, from a mechanical point of view, to say just what would be the effect of a tunnel under Union Square.

President Vreeland has not yet prepared plans for the tunnel and its entrances, but in order to bring the matter before the Board of Park Commissioners officially it is his intention to do so without delay. He says that the proposed improvement will add to the beauty of the little park, instead of detracting from its appearance. The archways were to be handsome specimens of architecture.

In tunnelling across the square to connect Broadway at Fourteenth street with Broadway at Seventeenth street Bartholdi's statue of Lafayette would be undermined. The bronze figure faces toward the equestrian statue of Washington in the Fourth avenue plaza. The railway company proposes to make the arched entrance to the tunnel at Fourteenth street a great pedestal for the statue of Lafayette. A wide gallery will surround the base of the statue, which will be dedicated to the use of reviews and parades for a reviewing stand.

These are only part of the details which will be embodied in the plans. The railway company will endeavor to remove every possible objection to the plans for the tunnel before submitting them to the Board of Park Commissioners. No effort will be made to hasten the project to successful ending. It should be found to be without the jurisdiction of the Park Board then the project will be carried to the Legislature.

Meanwhile the many thousands of persons who are daily frightened out of their wits by the hurt or killed while trying to dodge flying cable cars at "Dead Man's Curve," will anxiously await the coming of an era of rest from the hazardous trip.

THREE WOMEN IN BLACK.

Each Claims to Be the Widow of Lawyer Whitelegge, and Their Children Are at Law.

Two sets of children are engaged in litigation over the estate of James Henry Whitelegge, a lawyer, who died on July 20 last, and three women who claim to be his widows are anxiously waiting to see how the Supreme Court will settle the matter. The estate is said to be worth about \$50,000.

Mrs. Margaretha Emma Shumway, the wife of Henry C. Shumway, of No. 80 Clinton avenue, Jersey City, has brought an action in the Supreme Court to prevent the action of Mrs. Marietta Whitelegge from receiving any interest in the estate. Mrs. Shumway declares she is the daughter of Lawyer Whitelegge. She says her mother, Prudence Whitelegge, is the widow of the deceased lawyer, and that she is now residing in England, as is also her brother, Thomas.

Mrs. Marietta Whitelegge, who lives at Hoboken, N. J., claims to be the widow of Mr. Whitelegge. She has three children. Marietta lived with Whitelegge several years ago as his wife in Fordham, but the other contestants say she was not married to him. About four years ago they quarreled and she brought an action against Whitelegge for a separation. Whitelegge alleged she was not his legal wife. A reconciliation was afterward effected and they lived together in Fordham until he brought his typewriter, a pretty young woman, home and established her as mistress of the place. Mrs. Whitelegge then brought an action and won an absolute divorce, which was pending when he died.

The young typewriter also claims to be the widow of the deceased lawyer.

FIRE WRAPPED A COFFIN.

Wind Blew a Curtain Against Tapers at a Dead Man's Head, and His Widow Fought the Flames.

Michael Powers, the janitor of the flat-house No. 541 West One Hundred and Twenty-fifth street was never a strong man, and after a brief illness pneumonia caused his death, Monday morning. An undertaker placed the body in a coffin yesterday and put candles in the best room.

Mrs. Powers was with relatives in a rear room of the flat at about 4 P. M., when her four-year-old boy, Michael, cried: "Mamma! Mamma! Papa is all burning up."

The mother ran to the front room to find the lace curtains and coffin hangings in flames. The clock covering the coffin was fast being destroyed. She screamed for water, and with bare hands tore the burning hangings from the casket. Water was fetched and the flames were extinguished.

The fire was caused by wind from the window blowing the tapers curtains against the candles. Mrs. Powers is prostrated, but the funeral will be held to-day.

Earthquake Shock in Illinois.

Carlo, Ill., Dec. 1.—A severe shock of earthquake was felt in this city at 1:30 this afternoon, the vibrations lasting several seconds. Buildings swayed so perceptibly that the inmates became alarmed and rushed into the streets. No serious damage was done.

NEW ARMY GETS RECRUITS

Headquarters of the Latest Rival to the Salvationists Opened in Lexington Avenue.

Headquarters of the United States Church Army, the new rival of the Salvation Army, were opened at Nos. 423 and 425 Lexington avenue yesterday. The officers of the new army are: Military director, Colonel Henry H. Hadley; chief of staff, Major Samuel F. Jones; aid de camp, Major S. Wray; chief adjutant, Major James K. Bakewell; field marshal, Major A. H. Leo.

Colonel Hadley and Major Wray are the only officers living in New York. The headquarters of the army are located in two large private houses, of which the army holds a lease. When the doors were opened yesterday five young men presented themselves as recruits. They were promptly enrolled and will reside at headquarters.

Colonel Hadley will enlist fifteen more immediately, who will also live at headquarters. The score of men who are to have charge of the work will be drilled for three months and will then be sent out as organizers. During their preliminary training they will be obliged to conduct street meetings and work at small missions.

Posts will be established later in other leading cities, Boston being the first city to have a post. The United States Church Army is controlled by the Episcopal Church. Any one belonging to another denomination can be long, but only Episcopalians can be officers. The men in the army will wear uniforms, but will march without music.

Doesn't this nipping air remind you of an Overcoat?

Hundreds of our regular Customers are buying The Kersey Overcoat we are showing.

Blue or black They have a Satin Yoke, Satin sleeve lining. Both we warrant to wear two seasons, or we will replace, free of charge.

Overcoat has a deep Velvet collar, and is lined with a Clay worsted lining. This is better value than you can get anywhere in Greater New York.

Brill Brothers Outfitters to Men. THREE 279 Broadway, near Chambers. STORES 47 Cortlandt, near Greenwich. 211 Sixth Ave., near 14th St. Shoes, Hats and Furnishings.

Colored Dress Goods—plain and fancy weaves.— \$1.50 to \$8.75 per dress length.

Black Dress Goods, \$3.00 to \$6.00 per dress length.

Cotton Dress Goods, French Percale, Scotch Gingham, Domestic Cambric and Seersucker, \$1.25 to \$3.00 per dress length.

Lord & Taylor, Broadway & 20th St.

CLOTHING TALK.

Overcoats. What can you lose at \$16.50 IN ANY KIND OF MONEY

for an Overcoat, THE BEST VALUE ON EARTH. Two weeks to examine it, in your own way. If you can duplicate it for \$20, or if you're dissatisfied return it and we'll give you \$17 IN GOLD

A gold contract to this effect with each Overcoat. It would be a good Overcoat for \$25, a genuine bargain for \$20; our price is \$16.50.

We also have an all-wool Kersey in \$7.50 blue and black for.

Better Grade at \$10.00 Still better grade at \$12.00 And all grades up to \$50.00 Yet the \$16.50 is the BEST VALUE ON EARTH.

All sizes, also "stouts" and "longs" from 32 to 48 breast. Sample description and copy of gold contract FREE to any address.

CHARLES C. BROTHERS Clothiers and Furnishers. Broadway, 365, cor. Franklin

CRANDALL'S 569 3RD AVE. HEADQUARTERS FOR BABY AND DOLL CARRIAGES, VELOCIPEDS, TRICYCLES.

SPRING TEAM AND GIG HORSES

Christmas Gifts purchased now will be kept by us, if so desired, and delivered, either in the city or out of town, at the proper time.

An early selection is advisable.

Meriden Britannia Co 208 Fifth Avenue (Madison Sq.)

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